

20040614.ba v03\_n663.bam.20040614

>From ???@??? Mon Jun 14 08:50:00 2004 +0000  
Message-Id: <200406141349.i5EDnf02019154@sco.theporch.com>  
Date: Mon, 14 Jun 2004 08:49:22 CDT  
From: Old Tube Radios <boatanchors@theporch.com>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: BOATANCHORS digest 3663

BOATANCHORS Digest 3663

Topics covered in this issue include:

- 1) RE: Precision Hand Tools  
by "Orrin Bentz" <minmar@2z.net>
- 2) RE: More Prec. Tools  
by "Orrin Bentz" <minmar@2z.net>
- 3) Re: Fwd: Re: Question re VT-122 (WL-530) triode  
by stuck in 50s <polepeeg@ba-watch.org>
- 4) RE: FS Pricing Help Needed  
by "Orrin Bentz" <minmar@2z.net>
- 5) RE: FS Pricing Help Needed  
by "Bill Hawkins" <bill@iaxs.net>
- 6) RCA-151 date  
by "philip" <dgnova@erols.com>
- 7) RE: Mech. Eng.  
by "Orrin Bentz" <minmar@2z.net>
- 8) Tek 581  
by wb3fau@att.net
- 9) Re: FS Pricing Help Needed  
by "Arden Allen" <gumbear@pacbell.net>
- 10) Need RCA CRM-R6A Schematic  
by "Greg Anders" <kg6yv@mindspring.com>
- 11) Re: Need RCA CRM-R6A Schematic  
by Richard Dillman <ddillman@igc.org>
- 12) Re: Need RCA CRM-R6A Schematic  
by "Al Parker" <anchor@ec.rr.com>
- 13) Re: Need RCA CRM-R6A Schematic  
by "Al Parker" <anchor@ec.rr.com>
- 14) Re: Low ( < 50Kc/s ) IF  
by Chuck Swiger <cswiger@widomaker.com>
- 15) FS: ARRL and other pubs  
by Avery Comarow <acomarow@usnews.com>
- 16) XXXPal  
by "Arden Allen" <gumbear@pacbell.net>
- 17) FS: Heathkit, Eico, Paco, McMurdo Silver Manuals (Used)  
by WA5CAB@cs.com
- 18) Re: XXXPal

- by WA1KBQ@aol.com
- 19) ADMINISTRIVIA: Fancy HTML in Posts  
by listown@nanniandjack.com (Mail List Owner)
- 20) RE: A Milti-Elmac question  
by "JAMES HANLON" <knjhanlon@msn.com>
- 21) Early BC-312/342 Noise Suppression Ckt.  
by W7QH0@aol.com
- 22) "Superior" Radios?  
by David Stinson <arc5@ix.netcom.com>

-----  
Message-ID: <006d01c44f5a\$76406880\$63e83d40@q4p9b0>  
From: "Orrin Bentz" <minmar@2z.net>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: RE: Precision Hand Tools  
Date: Thu, 10 Jun 2004 21:19:01 -0500

Hi People

Many of you probably already know this but maybe it could help newcomers. The other day while waiting in my Optometrists office I was looking at his eyeglass tools. Never saw such precision hand tools except for surgical tools. Of course that was my first visit to an Optometrist.

If you love precision, beautifully crafted, useful hand tools try the following:

hilco.com           tjt.sales.com

For more do a Google search on optometrists tools. These places also have other things like precision soldering torches, micro grinders, etc.

No I am not pimping a particular supplier(s) < grin > just FYI.

Orrin Bentz

-----  
Message-ID: <009301c44f69\$37d6c940\$63e83d40@q4p9b0>  
From: "Orrin Bentz" <minmar@2z.net>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: RE: More Prec. Tools  
Date: Thu, 10 Jun 2004 23:04:38 -0500

Hello again

There are two great sources of precision hand tools that I neglected to mention in my first post tonight. I discovered them while trying to find

a source for flat bladed screwdrivers that are not tapered. These untapered screwdrivers fill the entire screw slot and fit the full width of the slot. They will not slip and damage the screw head if used correctly.

Before I found them I used to buy tool steel blanks and grind them myself. I have never figured out why almost all flat blade screwdrivers in the US are the tapered type. It seems idiotic to me unless there is some special purpose to them that I am not aware of. Anyway I hate em' and took all my tapered ones and made non-tapered ones out of em.

---

Willi Hahn Corp.                      wihatools.com  
1348 Dundas Circ.  
Monticello, MN 55362

They sell the full line of imported German made Wiha tools. Also some Swiss.

They will send you a free 2,300 item catalog on a CD. I think a company letter head may help.

---

Brownells.com

They are a very large a supplier of tools to gunsmiths world wide but their tools have many applications for us    BAer's.

Hope this is useful to someone.

Orrin Bentz

---

Date: Fri, 11 Jun 2004 08:02:10 -0400 (EDT)  
From: stuck in 50s <polepeeg@ba-watch.org>  
Message-Id: <200406111202.i5BC2AwW000886@fracas.netboobie.org>  
To: Old Tube Radios <boatanchors@theporch.com>  
Cc: boatanchors@theporch.com  
Subject: Re: Fwd: Re: Question re VT-122 (WL-530) triode

I was gonna say a lot of that Jim

Lucky find

Connect it up right and you should see the next B17 coming down the Miami River

Missed u @ Dayton. Again.

Marty (who once had the WL531 rectifier)

-----  
Message-ID: <002001c44fbd\$0a27a4c0\$f0e83d40@q4p9b0>  
From: "Orrin Bentz" <minmar@2z.net>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: RE: FS Pricing Help Needed  
Date: Fri, 11 Jun 2004 09:04:39 -0500

Hello

The above says it all. I have a list of test equip, components and final amp. parts that I would like to list for sale. I received help from two gentlemen on the other BA lists to help me price these items. One estimate was high the other low, so I set my prices midway. I thank them if they should read this.

Then I asked a gentleman on one of the other lists whom I respect and that I know is knowledgeable about such things to review my prices. He agreed, I sent him the list, but I have not heard back from him in about two weeks. I suspect he is a very busy man.

I would like to sell these things so I can buy even more boatanchors.

Someone please.

Orrin Bentz                                      minmar@2z.net                                      "Keep em Glowing"  
Grand Rapids, MN

-----  
From: "Bill Hawkins" <bill@iaxs.net>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: RE: FS Pricing Help Needed  
Date: Fri, 11 Jun 2004 14:06:00 -0500  
Message-ID: <01b501c44fe7\$2224e720\$290aa8c0@darius>  
MIME-Version: 1.0  
Content-Type: text/plain;  
                charset="iso-8859-1"  
Content-Transfer-Encoding: 7bit

Orrin,

The truth is, the price of an item is what someone pays you for it. To get a high price, it must be in good condition and working, and the buyer must place a high nostalgia value on it and have the money to pay for it.

An auction can set a price for you, but only if there is a wealthy, nostalgic buyer in the crowd.

It is also true that if you price low, you will never know what it could have sold for. If you price high, you can try again with a "reduced price" sale. If you get a reputation for pricing high and reducing, everyone will wait for the reduction.

If you don't have time to document the condition of an item, then don't waste time by pricing it high. "Works" is not enough, because the word has been trashed by dishonest sellers. "Worked the last time I plugged it in" is even worse.

You might ask the person who sent you the higher-priced list how much of your list he'd buy.

Bill Hawkins

-----  
Message-ID: <009601c44ff9\$07dea7e0\$0d052c42@default>  
From: "philip" <dgnova@erols.com>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: RCA-151 date  
Date: Fri, 11 Jun 2004 17:14:05 -0400  
MIME-Version: 1.0  
Content-Type: text/plain;  
        charset="iso-8859-1"  
Content-Transfer-Encoding: 7bit

In looking at RCA literature dated 1936 I see the 151 listed, the date of manufacture could be as early as 1936.

This also says the 913 one inch CR tube was available this early.

-----  
Message-ID: <005a01c450ae\$efb40320\$57e93d40@q4p9b0>  
From: "Orrin Bentz" <minmar@2z.net>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: RE: Mech. Eng.  
Date: Sat, 12 Jun 2004 13:56:13 -0500

Heelo Guys

If there is a mechanical engineer out there who would offer me a little assistance please contact me off list.

Thank you

Orrin Bentz     minmar@2z.net

-----  
From: wb3fau@att.net  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: Tek 581  
Date: Sat, 12 Jun 2004 21:19:42 +0000  
Message-Id:  
<061220042119.25285.40CB736D000E0F4E000062C521602806519A0E00CC0D99@att.net>

Anchor folks- I offer again, free for the taking[ your pickup] my Tektronix 581 with 3 spare type 53 plug-ins [calibrated preamp] It is working, may need calibration. A true BA O-scope. I am located in Erie, PA. email if interested. Russ.

-----  
Message-ID: <004f01c450d9\$a66d90\$3de47443@KB6NAX>  
From: "Arden Allen" <gumbear@pacbell.net>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: Re: FS Pricing Help Needed  
Date: Sat, 12 Jun 2004 17:02:05 -0700  
MIME-Version: 1.0  
Content-Type: text/plain;  
        charset="iso-8859-1"  
Content-Transfer-Encoding: 7bit

> The truth is, the price of an item is what someone pays you for it.

I once claimed here that a good description was all that was needed to sell on eXXX. I was clobbered by that remark so I went out and bought a high quality digital camera. Now I have pictures to go with my "good" descriptions.

Read through the auction listings to get good ideas about how to make attractive listings. You will have to plow through a lot of bad ones, unfortunately. Honesty is the best policy! Don't pull any cheap tricks like charging outrageous shipping charges to make up for an underpriced item. Avoid negative feedbacks.

And DON'T use XXXPal!

Arden Allen

KB6NAX

-----  
Message-ID: <168f01c450e1\$5b3489d0\$0a0110ac@myselft17vg56w>  
From: "Greg Anders" <kg6yv@mindspring.com>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: Need RCA CRM-R6A Schematic  
Date: Sat, 12 Jun 2004 17:56:19 -0700  
MIME-Version: 1.0  
Content-Type: multipart/alternative;  
boundary="-----\_NextPart\_000\_168C\_01C450A6.906F4120"

This is a multi-part message in MIME format.

-----=\_NextPart\_000\_168C\_01C450A6.906F4120  
Content-Type: text/plain;  
charset="iso-8859-1"  
Content-Transfer-Encoding: quoted-printable

I decided to go thru my CRM-R6A and make it like new. I have the =  
manual, but=20  
no copy of the schematic. Can someone point me to a copy???

Thanks,

Greg RCA Fan - AR88LF s/n 15325 and CR-88...

-----=\_NextPart\_000\_168C\_01C450A6.906F4120  
Content-Type: text/plain; charset=us-ascii  
Content-Transfer-Encoding: 7bit

\* \* \* \* \*  
\* ---REMAINDER OF MESSAGE TRUNCATED--- \*  
\* This post contains a forbidden message format \*  
\* (such as an attached file, a v-card, HTML formatting) \*  
\* Mail Lists at theporch.com only accept PLAIN TEXT \*  
\* If your postings display this message your mail program \*  
\* is not set to send PLAIN TEXT ONLY and needs adjusting \*  
\* \* \* \* \*

-----=\_NextPart\_000\_168C\_01C450A6.906F4120--

-----  
Message-ID: <7216078.1087089085950.JavaMail.root@wamui07.slb.atl.earthlink.net>  
Date: Sat, 12 Jun 2004 18:11:25 -0700 (GMT-07:00)  
From: Richard Dillman <ddillman@igc.org>

To: Old Tube Radios <boatanchors@theporch.com>  
Subject: Re: Need RCA CRM-R6A Schematic  
Mime-Version: 1.0  
Content-Type: text/plain; charset=us-ascii  
Content-Transfer-Encoding: 7bit

Take a look at my CRM-R6A Web site. There's a link to the manual there. See:

<http://www.radiomarine.org/CRM-R6A/>

RD

=====  
Richard Dillman, W6AWO  
Maritime Radio Historical Society  
<http://www.radiomarine.org>  
Collector of Harleys, Willys and  
Radios over 100lbs.  
=====

-----  
Message-ID: <0e3a01c450e4\$2221c2e0\$3201a8c0@w8ut>  
From: "Al Parker" <anchor@ec.rr.com>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: Re: Need RCA CRM-R6A Schematic  
Date: Sat, 12 Jun 2004 21:17:02 -0400  
MIME-Version: 1.0  
Content-Type: text/plain;  
charset="iso-8859-1"  
Content-Transfer-Encoding: 7bit

Hi Greg,

Isn't there one with the BAMA file? I downloaded from there some  
(many+) mo.s ago, thinking I'd get into mine. (haven't yet.) I'll pull  
mine out for you if not, I think I have it.

Heard Livermore had lots of good stuff last wk, whar'd you score?

73,

Al, W8UT

New Bern, NC

BoatAnchors appreciated here

<http://www.thecompendium.net/radio/>

<http://www.hammarlund.info>

----- Original Message -----

From: "Greg Anders" <kg6yv@mindspring.com>  
To: "Old Tube Radios" <boatanchors@theporch.com>  
Sent: Saturday, June 12, 2004 8:56 PM



Subject: Need RCA CRM-R6A Schematic

I decided to go thru my CRM-R6A and make it like new. I have the manual, but no copy of the schematic. Can someone point me to a copy???

Thanks,

Greg RCA Fan - AR88LF s/n 15325 and CR-88...

-----  
Message-ID: <0e4401c450e4\$5ac5bb10\$3201a8c0@w8ut>  
From: "Al Parker" <anchor@ec.rr.com>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: Re: Need RCA CRM-R6A Schematic  
Date: Sat, 12 Jun 2004 21:18:37 -0400  
MIME-Version: 1.0  
Content-Type: text/plain;  
charset="iso-8859-1"  
Content-Transfer-Encoding: 7bit

I almost said, "I'll bet Dick has one," I know he's got the rcvr.  
73,  
al

----- Original Message -----

From: "Richard Dillman" <ddillman@igc.org>  
To: "Old Tube Radios" <boatanchors@theporch.com>  
Sent: Saturday, June 12, 2004 9:11 PM  
Subject: Re: Need RCA CRM-R6A Schematic

>  
> Take a look at my CRM-R6A Web site. There's a link to the manual there.  
See:  
>  
> <http://www.radiomarine.org/CRM-R6A/>  
>  
> RD  
>  
> =====  
> Richard Dillman, W6AWO  
> Maritime Radio Historical Society  
> <http://www.radiomarine.org>  
> Collector of Harleys, Willys and  
> Radios over 100lbs.

> =====  
>  
>

-----  
Message-Id: <5.2.1.1.1.20040612214750.02154d58@wilma.widomaker.com>  
Date: Sat, 12 Jun 2004 21:59:45 -0400  
To: Old Tube Radios <boatanchors@theporch.com>  
From: Chuck Swiger <cswiger@widomaker.com>  
Subject: Re: Low ( < 50Kc/s ) IF  
Cc: Old Tube Radios <boatanchors@theporch.com>  
Mime-Version: 1.0  
Content-Type: text/plain; charset="us-ascii"; format=flowed

At 07:27 PM 6/8/2004 -0500, you wrote:

>The TMC SSB adaptors used ~14KC as well, so there is another  
>possibility. The CV-591 and the commercial versions and their  
>variants all used an IF in that range. We trying to decode DRM  
>using an R-390, hmmmmm???

Well, Yes!

I just got the free DReaM software to work, altho not with a classic rig. Seems entirely feasible for an R-390/CV-591 to work picking up the latest & greatest digital audio from Sackville. That and a good antenna would probably be excellent for it. You gotta hear it before you can decode it.

--Chuck  
kb4new

-----  
Message-Id: <6.1.1.1.2.20040613113510.01e7b1a0@ntpop.usnews.com>  
Date: Sun, 13 Jun 2004 11:36:25 -0400  
To: Old Tube Radios <boatanchors@theporch.com>  
From: Avery Comarow <acomarow@usnews.com>  
Subject: FS: ARRL and other pubs  
Mime-Version: 1.0  
Content-Type: text/plain; charset="us-ascii"; format=flowed

ARRL, VG to E condition except as noted:

ARRL Antenna Book, 1974, \$6  
Solid State Basics for the Radio Amateur, 1978, \$7  
Solid State Design for the Radio Amateur, 1977, \$7  
Radio Frequency Interference--How to Identify It and Cure It, 1978, \$4  
Single Sideband for the Radio Amateur, 1970, \$10  
Learning the Radiotelegraph Code, 1968, \$3  
Specialized Communications Techniques for the Radio Amateur, 1975, \$7  
FM and Repeaters for the Radio Amateur, 1972, \$6

The Radio Amateur's VHF Manual, 3rd edition, 1972, \$8  
The Radio Amateur's VHF Manual, 1st edition, 1965, \$10  
The Radio Amateur's Operating Manual, 3rd edition, 1972, \$6  
The Mobile Manual for Radio Amateurs, 1962, \$4  
The Radio Amateur's License Manual, 1958, good condition, \$5

Not ARRL, VG to E unless noted:

Radio Handbook by Bill Orr, 20th edition, 1975, \$20  
General Class Amateur License Handbook by Howard Pyle W7OE, Sams, 1965,  
good condition, \$4  
Radio Amateur Question and Answer License Guide, AMECO, 1956, \$8  
Beam Antenna Handbook by Bill Orr, 4th edition, 1974, \$12 (seems to be in  
great demand)  
Ham Notebook from the editors of Ham Radio (like ARRL Hints & Kinks), 1973, \$8  
Ham Notebook vol. 2, 1975, \$8  
73 Vertical, Beam, and Triangle Antennas by Edward Noll W3FQJ, 1973,  
excellent condition, \$12 (Noll's guides are very desirable)  
73 Dipole and Long-Wire Antennas, also by Noll, 1975, excellent condition, \$12  
Amateur Radio Extra-Class License Study Guide by the editors of 73  
Magazine, Tab Books, \$8

All plus media rate postage.

Avery W3AVE  
Potomac, Md.

-----  
Message-ID: <001f01c4515c\$cd12f7f0\$9ee47443@KB6NAX>  
From: "Arden Allen" <gumbear@pacbell.net>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: XXXPal  
Date: Sun, 13 Jun 2004 08:40:44 -0700  
MIME-Version: 1.0  
Content-Type: text/plain;  
charset="iso-8859-1"  
Content-Transfer-Encoding: 7bit

Lots of folks have been asking me why I recommend not using it. Make up  
your own mind based on what these users have experienced:

<<http://www.paypalwarning.com/WallOfShame/Default.asp>>

Arden Allen  
KB6NAX

-----  
From: WA5CAB@cs.com  
Message-ID: <105.48f49e7c.2dfdd15a@cs.com>

Date: Sun, 13 Jun 2004 11:48:42 EDT  
Subject: FS: Heathkit, Eico, Paco, McMurdo Silver Manuals (Used)  
To: Old Tube Radios <boatanchors@theporch.com>  
MIME-Version: 1.0  
Content-Type: multipart/alternative;  
boundary="part1\_105.48f49e7c.2dfdd15a\_boundary"

--part1\_105.48f49e7c.2dfdd15a\_boundary  
Content-Type: text/plain; charset="US-ASCII"  
Content-Transfer-Encoding: 7bit

Groups,

I recently bought a stack of 40's-60's catalogs from someone who was selling an estate. Mixed in were a few equipment manuals. Unless otherwise stated, they appear to be complete, have covers, are in pretty good condition and most markings inside are in pencil. Price is \$10 each shipped CONUS. I will ship OUTCONUS but would have to check postage cost.

Heathkit Model GW-30 CB Transceiver  
Heathkit Model ID-1290 Weather Station (no check marks inside but has been damp and cover poor)  
Heathkit Model IG-28 Color Bar & Dot Generator  
Eico Model 1020 Power & Bias Supply (no markings but manual is creased down the middle)  
Eico Model 1060 Battery Eliminator & Charger (no markings, partially creased)  
Paco Model T-60 Tube Checker Kit (with couple of tube setting supplements)  
(Have two of the T-60 manual, supplements differ, I'll copy some so that both manuals have all)  
McMurdo Silver Model 900 "VOMAX"  
Not a manual, but McMurdo Silver catalog, probably circa 1946.

Robert Downs - Houston  
<<http://www.wa5cab.com>> (Web Store)  
<[wa5cab@cs.com](mailto:wa5cab@cs.com)> (Primary email)  
<[wa5cab@houston.rr.com](mailto:wa5cab@houston.rr.com)> (Backup email)

--part1\_105.48f49e7c.2dfdd15a\_boundary  
Content-Type: text/plain; charset=us-ascii  
Content-Transfer-Encoding: 7bit

```
* * * * *
*      ---REMAINDER OF MESSAGE TRUNCATED---      *
*      This post contains a forbidden message format      *
*      (such as an attached file, a v-card, HTML formatting) *
*      Mail Lists at theporch.com only accept PLAIN TEXT      *
*      If your postings display this message your mail program *
```

\* is not set to send PLAIN TEXT ONLY and needs adjusting \*  
\*\*\*\*\*

--part1\_105.48f49e7c.2dfdd15a\_boundary--

-----  
From: WA1KBQ@aol.com  
Message-ID: <102.47a66a3a.2dfdde2f@aol.com>  
Date: Sun, 13 Jun 2004 12:43:27 EDT  
Subject: Re: XXXPal  
To: Old Tube Radios <boatanchors@theporch.com>  
MIME-Version: 1.0  
Content-Type: multipart/alternative;  
boundary="part1\_102.47a66a3a.2dfdde2f\_boundary"

--part1\_102.47a66a3a.2dfdde2f\_boundary  
Content-Type: text/plain; charset="US-ASCII"  
Content-Transfer-Encoding: 7bit

In addition to <paypalwarning.com> check out <paypalsucks.com> . I do use PayPal because I like the convenience of it but I did set up a separate checking account in order to play their game and get "verified" which gets the limits lifted. I only have that account to get the silly verification but I keep less than \$20 in it at all times so they can't clean me out. When I want to pay for something I always click the link to pay by credit card. I wouldn't trust them with account and routing numbers on my main checking account, too many horror stories out there. Their customer service is in New Delhi, India and what do

you think your chances are of getting your money back after they raid your account or freeze it which they apparently do often and ask questions later? Apparently when you call to complain nobody answers the phone, you get recordings.

Have a nice day!  
Greg Gore

--part1\_102.47a66a3a.2dfdde2f\_boundary  
Content-Type: text/plain; charset=us-ascii  
Content-Transfer-Encoding: 7bit

\*\*\*\*\*  
\* ---REMAINDER OF MESSAGE TRUNCATED--- \*  
\* This post contains a forbidden message format \*  
\* (such as an attached file, a v-card, HTML formatting) \*  
\* Mail Lists at theporch.com only accept PLAIN TEXT \*  
\* If your postings display this message your mail program \*  
\* is not set to send PLAIN TEXT ONLY and needs adjusting \*

\* \* \* \* \*

--part1\_102.47a66a3a.2dfdde2f\_boundary--

-----  
Message-Id: <200406131815.i5DIF0Y8022981@osr506.nanniandjack.com>  
From: listown@nanniandjack.com (Mail List Owner)  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: ADMINISTRIVIA: Fancy HTML in Posts  
Date: Sun, 13 Jun 2004 11:15:00 -0700 (PDT)

Gang-

Please accept this periodic posting as it is intended:  
A suggestion that will help everyone on the list...

Many many of the members of the list read through text-based mailers on systems of other than WIntel origins... this is particularly true for those members who are "off-shore" where the technology is too expensive to justify. Just keep in mind that NOT everyone reads the list postings with the very latest windowed technology.

PLEASE avoid the use of HTML and "quoted printable" in your email. If you don't know what this means, then PLEASE get help and set your mailer up so that you send your posts to the list in "PLAIN TEXT" only, with NO fancy HTML.... generally, avoid fancy fonts and colors, which will force your mailer to use the fancy stuff, and creates the problem.

The problem is serious enough that we have taken steps to protect the list... we have created a filter that detects anything sent to the list that is not plain text, and deletes the rest of the message from the place where the non-text is detected.

You may have seen "FORBIDDEN FORMAT" in a post to the list, and wondered what happened... it is the phrase we insert to let the poster know that the post contained a binary, an attachment, HTML, a "vcard" or some other format that presents a problem to the List Processor... it enforces consideration of your fellow BoatAnchors members.

PLEASE use only plain text.

PLEASE Get help with setting your mailer to not send the fancy HTML and quoted printable.

PLEASE be considerate of the list resources and your fellow members.

Thanks for your attention

--

73

Jack, W4KH/Mobile - - - BoatAnchor Mailing List Owner - - -  
listown@nanniandjack.com - "Plus ca change, plus c'est la meme chose"  
"Il n'y a que les idiots qui ne changent jamais d'idee"  
Sun Jun 13 11:15:00 PDT 2004

-----  
From: "JAMES HANLON" <knjhanlon@msn.com>  
To: Old Tube Radios <boatanchors@theporch.com>  
Cc: "boatanchors" <boatanchors@theporch.com>,  
"John MacAulay" <jmac6235@yahoo.com>  
Subject: RE: A Milti-Elmac question  
Date: Sun, 13 Jun 2004 12:33:31 -0600  
MIME-Version: 1.0  
Content-Type: text/plain;  
charset="iso-8859-1"  
Content-Transfer-Encoding: 7bit  
Message-ID: <BAY4-DAV106SqftAZp40001d735@hotmail.com>

Phil,

I have an AF-67 that I acquired used in about 1958. It's previous existence had been as a mobile rig mainly on 10 meters AM in Cincinnati. I use it mostly on CW, and it is a very good little rig.

As it comes originally, the vfo runs continuously and the cathodes of the buffer-multiplier, rf driver, and final amplifier (3 stages) are all keyed together, so there is no problem with "feed through" of the oscillator signal. I also have never experienced a problem with clicks on this rig.

I like to run QSK cw, so I key the regulated B+ lead going to the oscillator as well with a (mercury wetted) relay. I have a time-sequenced keying system that turns the oscillator on a few milliseconds before the amplifier stages are turned on, so I get QSK with no chirp, even on 10 meters cw.

The AF-67 vfo is also quite stable; it has much less warm-up drift than the vfo in my Valiant and also, I suspect, than the similar vfo in the Ranger. So in that regard, I would rate the Ranger as the poor-sap's Elmac rather than the other way around, HI. The audio on the Elmac is also quite good, and there is a 500 ohm audio output option available from the modulator should you want to use the AF-67 as an exciter for a higher-powered final amplifier and modulator. That's why it was called a "Trans-ceiter."

The only problem I've experienced with my stock AF-67 was some TVI, principally on the higher frequency bands. I improved the shielding a bit, putting a can around the panel meter on the inside, adding some additional screws to secure the cabinet to the front panel in more places, and adding some extra sheet metal to close up the hole between the cabinet and the RF

output coax jack. The thing that finished off the TVI, however, was a simple disc-ceramic capacitor bypass on the keying lead that I added many years after I put on the shielding. I use a low-pass filter on the output as well.

I also installed a grid drive control, a pot in the driver screen grid lead that allows me to run the driver at resonance and to adjust the drive to the 6146 final amp to the proper level, about 2 ma for cw and 3 ma for phone, by varying the screen voltage on the driver. There is a spot on the front panel symmetric with the audio gain control where my drive control fits very nicely. The original way for adjusting grid drive to the final was just to detune the driver stage a bit.

I also have an AF-68 which works well and which was TVI-proof when I got it.

So in short, the AF-67 is a fine rig as it comes, and with a small amount of additional effort you can customize it to your liking and make it even better. Go for it!

Jim Hanlon, W8KGI

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Date: Sun, 13 Jun 2004 17:30:30 -0400  
From: W7QH0@aol.com  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: Early BC-312/342 Noise Suppression Ckt.  
MIME-Version: 1.0  
Message-ID: <79742A0D.0C00FF73.0000F8E2@aol.com>  
Content-Type: text/plain; charset=iso-8859-1  
Content-Transfer-Encoding: 8bit

All,

Questions on this feature, included in 312/342 models up through C, come up from time to time. The feature was dropped in D and later models and maintenance instructions were to remove the components if any servicing was required. My 342A sports the plugged up holes on the front panel where this was done. Always wondered just how the feature was used and how well (or poorly) it worked.

While browsing through TM 11-273 (April 12, 1941, SCR-193) recently I came across the following set of instructions which I thought might be of general interest to the group:

"c. To reduce engine ignition interference on the 1500 - 3000 kc frequency bands.

(1) (Refers reader back to a page and half of general turn-on instructions. DD)

(2) Connect the signal antenna to the SIG ANT terminal. Disconnect the noise



antenna. (The noise antenna consists of a piece of shielded wire connected between the source of interference and the NOISE ANT terminal on the receiver.) Adjust the NOISE ADJUST control to receive maximum noise output.

(3) Disconnect the signal antenna. Connect the noise antenna to the NOISE ANT terminal. Adjust the NOISE BALANCE control to receive maximum noise output. The noise output should be equal to that secured in (2) above. If the noise outputs are not equal, relocate the pick-up end of the noise antenna until they are equal, and readjust the NIOSE BALANCE control for maximum noise output.

(4) Connect both antennas. Adjust both NOISE ADJUST and NOISE BALANCE until the minimum noise output is secured.

(5) If noise reduction is unsatisfactory, it may be necessary to move the pick-up end of the noise antenna a number of times, repeating the above procedure each time until the best results are obtained."

Can see GIs getting frustrated pretty quick trying to do this. Also, the setup would likely be knocked out of balance at the first bump in the road. Not surprised the feature was dropped.

Anyone have real life experience with this?

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Dennis D. W7QHO  
Glendale, CA

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Message-ID: <40CDAC9F.4050508@ix.netcom.com>  
Date: Mon, 14 Jun 2004 08:48:15 -0500  
From: David Stinson <arc5@ix.netcom.com>  
MIME-Version: 1.0  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: "Superior" Radios?  
Content-Type: text/plain; charset=us-ascii; format=flowed  
Content-Transfer-Encoding: 7bit

There are several WWII German aircraft radios over on the 'bay. One has some nice detail shots of the interior (#2250772869). IMHO, this radio looks like it was superior of both design and workmanship \*as an aircraft radio,\* but a total failure as a \*war-fighter's radio.\*

The radio is obviously made to an extremely high standard; too extreme. It looks exceedingly expensive, labor-intensive to build and impossible to repair in the field. The first priority in this radio's design

was to be the best MF aircraft radio  
in the world, and it probably was.  
But it wasn't designed to help win a war.  
It wasted money, materials and labor, being  
over-engineered for what it was designed to do.  
I admire the craftsmanship, but it was misspent.

The allied radios were built with the war effort first in mind.  
They were designed around a specific mission, built to  
accomplish that mission reliably and inexpensively,  
to be easily mass-produced and even easier to repair.  
The BC-375 is an excellent example; it does exactly  
what it was designed to do, does it reliably and  
can be fixed by a blind man if he has a talented seeing-eye dog.

I therefore submit that the allied radios were superior  
to the German radios within the context of winning a war.  
Your opinions?

Dave S.

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End of BOATANCHORS Digest 3663  
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